

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Marine Safety  
Washington, D.C. 20594**

**January 31, 2001**

**Survival Factors Factual Report**

**A. ACCIDENT**

Owner: New York Fast Ferry Services, Inc.  
Vessel Name(s): **FINEST**  
Location: Sandy Hook Bay, NY at entrance to Shrewsbury River  
Date: January 4, 2001  
Time: 1930R  
NTSB No.: DCA01MM015

**B. SURVIVAL FACTORS INVESTIGATOR**

Theodore G. White

**C. SUMMARY**

While enroute from New York City to Highlands, NJ, with 265 people on board, the *Finest* ran aground outside the channel for the Shrewsbury River. The *Finest* freed itself 4 ½ hours later, after the tide changed, and moored to discharge passengers

**D. DETAILS OF THE INVESTIGATION**

**1. Vessel Description**

The *Finest* is an aluminum catamaran ferry built in 1996 by Derecktor Shipyards, Mamaroneck, NY. Its overall length is 127 feet, with a beam 33 of feet. It is powered by twin diesel/water jet drives with a maximum speed of about 38 knots. The *Finest* has a 349-passenger capacity carried in two cabins, on the main deck and the 01 deck. There is a concession stand on the main deck in the center of the vessel.

Communications between all crew is via handheld radios on the FM business spectrum. There is a public address (PA) system in both passenger cabins, operated from the Master's chair on the bridge. It was loud and clear during use observed by investigating personnel. The system is powered by the vessel's 120-volt system, supplied by one of two generators.

It should be noted that at this time of year portions of the ferry route are frequently covered with ice. The hull and main propulsion systems are modified to allow operation in the ice. However, the cooling water for the electrical generators frequently becomes clogged with ice. It is a routine practice for vessel personnel to secure the generators when entering an ice field. There is adequate emergency lighting from the 24-volt battery system, but the PA system is inoperative. Also, the heating/cooling and ventilation (HVAC) system is inoperative without 120-volts.

## **2. Crew Information**

Required manning consists of a master, 1 licensed mate, and 2 or 3 deckhands (depending on passenger load). At the time of the grounding there was a master, senior deckhand and 4 other deckhands on board. William Woody and Theodore White interviewed all except the Master, who was interviewed only by Theodore White. The interviews were conducted at the offices of New York Fast Ferry in Highlands, NJ, except for the Master, who was interviewed in the offices of his attorney in New York City.

- Master – Edward McKenna. License: Master, 100 gross ton near coastal dated 2/18/97.
- Senior Deckhand – Sean Collins. License: None. Designated 10/10/00 as qualified by the Master, as allowed by the vessel certificate of inspection.
- Deckhand – Scott Self. License: Master, 50 gross ton near coastal dated 7/19/99. Also serving as an engineer.
- Deckhand – Christopher Johnson. License: Master, 100 gross ton inland dated 9/29/97. Also serving as an engineer.
- Deckhand – Charles Attanasio. License: None.
- Deckhand – Shannon Dempsey. License: None.

## **3. Passenger Information**

There were 258 passengers on board at the time of the grounding. Passengers are boarded with tickets purchased beforehand, but names or other information is not recorded routinely. The passenger count is developed from the collection of tickets as the passengers board, and recorded in the vessel's log. On this trip, 66 passengers boarded at E.34<sup>th</sup> Street pier and 192 boarded at Wall Street. After the grounding, passengers were asked to provide a business card or names on a piece of paper to one of the crew. The list compiled from these is attachment 1. Fifteen passengers at random were called on 1/31/01. Eight were available and willing to answer. They consistently described a calm situation. They also universally expressed a comment that there should have been more updating of the passengers as the evening progressed. Reportedly the first PA announcement on the situation was made about 45 minutes after the grounding. Before that, they had felt the vessel come to a stop and knew it had run aground.

## **4. Description of Grounding and Five hours waiting refloating.**

There was no damage sustained by the *Finest* as it ran aground on a sand bar East of the channel. At the time of the grounding the vessel was making about 10 knots. All personnel interviewed described the grounding as a gradual halt. The *Finest* had entered an ice field approximately 1 mile before and had just completed a starboard turn towards it dock. The first impression was that the ice had stopped the vessel.

When the Master realized the vessel was aground and could not pull itself off, he requested assistance from the Coast Guard Station at Sandy Hook, NJ. The electrical generators had been secured upon entering the ice field so the PA system was inoperative. The Master used the portable radios to communicate the situation with the

deckhands, and directed them to walk through the passenger cabins advising of the situation. This was done in a calm and professional manner.

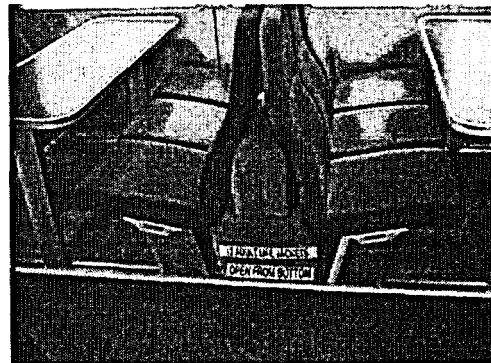
Interior inspections of the catamaran hulls showed no damage or flooding. When it became apparent that there would be an extended delay in refloating the *Finest*, the two deckhands with engineering experience conceived and implemented a means of providing cooling water to the electrical generator in the port engine room. This restored full electrical service to the vessel, including the PA system and HVAC system.

Several surface vessels made attempts to reach the *Finest* but were unable to because of shallow water surrounding it. An ill passenger was hoisted off by helicopter. The *Finest* refloated with the incoming tide at about 0008R and proceeded safely to the dock.

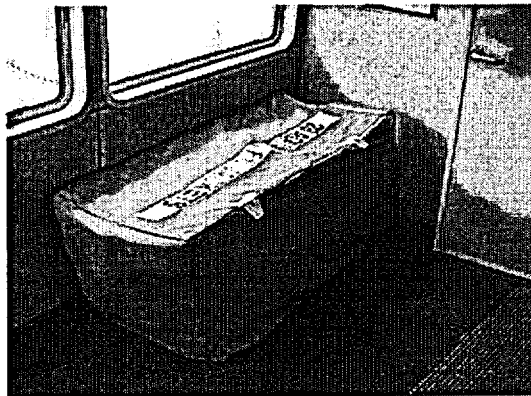
##### **5. Emergency Systems/Survival Equipment**

Under the provisions of its Certificate of Inspection, the *Finest* was required to carry 354 adult life preservers, 36 child life preservers, and life floats/buoyant apparatus for 250 persons. This equipment was on board, accessible, and in good condition.

In the main deck cabin, the majority of the life jackets were stowed in overhead bins on the side bulkheads. There were also packages of twelve stored in cloth bags between seat rows near the center of the cabin.



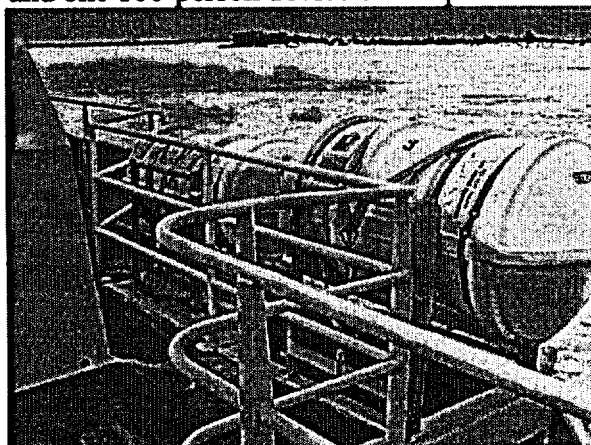
In the 01 deck cabin, the jackets were stowed in cloth bags on the deck at the forward corners. There were also some packages of twelve stowed between the seats as in the main deck cabin.



Donning directions were posted near each exit to the cabins. There was also a script for a PA announcement posted at the helm position.

| LIFEJACKET DONNING INSTRUCTIONS - VERBAL ANNOUNCEMENT   |
|---|
| The following announcement shall be made over the PA system during an emergency situation requiring the passengers to don lifejackets.  |
| <b>YOUR ATTENTION PLEASE</b>  |
| <b>YOUR ATTENTION PLEASE</b>  |
| <b>THIS IS THE CAPTAIN SPEAKING.</b>  |
| <b>WE HAVE AN EMERGENCY SITUATION. ALL PASSENGERS REMAIN SEATED.</b>  |
| <b>PLEASE REMAIN CALM AND FOLLOW ALL CREW INSTRUCTIONS.</b>   |
| <b>Pause for 10 seconds.</b>  |
| <b>ALL PASSENGERS MUST NOW PUT ON THEIR LIFEJACKETS.</b>  |
| <b>ALL PASSENGERS STAND UP AND REMAIN IN POSITION. LIFEJACKETS ARE STOWED IN MARKED LOCKERS NEAR YOUR POSITION. PASSENGERS NEAREST THE LOCKERS PASS LIFEJACKETS.</b>  |
| <b>Pause for 20 seconds.</b>  |
| <b>WHEN YOU HAVE YOUR LIFEJACKET, UNBUCKLE THE STRAP. PLACE THE LIFEJACKET OVER YOUR HEAD WITH THE MAKERS LABEL TOWARDS YOU. PASS THE STRAP AROUND YOUR BODY UNDER YOUR ARMS. SECURE THE SNAP HOOK AND PULL THE STRAP TIGHT. LIFEJACKETS FOR SMALL CHILDREN WILL BE DISTRIBUTED BY THE CREW. ONCE YOUR LIFEJACKET IS SECURE, SIT DOWN AND AWAIT THE INSTRUCTIONS OF THE CREW.</b> |

Three inflatable buoyant apparatus were located in quick release/water pressure release mounts at the aft end of the 01 deck. There was one 100-person and one 50-person device on the starboard side, and one 100-person device on the port side.



As noted in section 1., the public address system was clear and loud, but at times unavailable (when the electrical generators were secured). The alternate method was the four deckhands walking through the cabins making announcements. This worked well given the direct communications the deckhands had with the Master via portable radios.

A copy of the *Finest's* Certificate of Inspection is attachment 2. to this report. A copy of *Finest's* safety plan is attachment 3. This plan was posted at each end of each of the passenger cabins, and describes the emergency equipment locations.

## **6. Medical and Pathological**

There were no injuries as a result of the grounding. However, there was a medical situation that was effected by the *Finest's* delay in reaching shore. At approximately 1845R a passenger came to the bridge. He was complaining of hives and swelling which was beginning to effect his breathing. The Master contacted Sandy Hook Coast Guard Station by VHF-FM radio and asked that they arrange for medical assistance at the dock upon *Finest's* arrival. At this point the *Finest* was between the Verazano Narrows Bridge and Sandy Hook.

When the *Finest* was delayed in arrival because of the grounding, New York Fast Ferry company personnel and the Highland Police Department got underway on the tug *Marcie*. It was moored at Sandy Hook Bay Marina, the *Finest's* destination and about 1000 yards from the grounding. The *Marcie* was unable to reach the *Finest* immediately because of the shallow water. New York City Police Aviation Unit provided a hoist-equipped helicopter. The sick passenger was hoisted off the cabin of the *Finest* at about 2100R and taken to the hospital. He was treated for an allergic reaction and released.

An injury table is not included as no passengers were injured or admitted to a hospital.

### **6.1 Toxicological Testing:**

After the *Finest* was refloated by the tide and proceeded to the dock, the Coast Guard boarding team from Sandy Hook administered a breathalyzer test to the Master. This was approximately 0130R, approximately 6 hours after the initial grounding. The results were negative. The New York Fast Ferry company then took all crewmembers to a local hospital for drug screening. Those results were also negative.

## **7. Passenger Control**

The deckhands passing through the cabins also kept the passengers informed of the progress of the situation. The deckhands were updated by the portable radio communications with the Master. Most if not all of the passengers were regular users of the ferry and many knew the deckhands through repeated contact. All reports indicate a calm situation

No emergency procedures were implemented on board the vessel. With the restoration of heat and full lighting, the passengers were in normal conditions during the 5-hour wait for the ferry to refloat.

The one issue that developed was beer consumption. The snack bar in the main deck cabin does serve beer as well as snacks. Approximately one hour after the grounding, sale of beer was discontinued. The intent was to avoid the situation of possibly having to evacuate a drunken passenger. A number of passengers questioned this initially, but responded well to the explanation.

#### **8. Emergency Response**

Initial contact from the *Finest* to the Coast Guard occurred about 1847R, regarding the ill passenger. Contact was made with Coast Guard Station Sandy Hook on channel 16. Sandy Hook Coast Guard arranged for Emergency Medical Services (EMS) to be at Sandy Hook Small Boat Marina when *Finest* moored to drop off passengers. EMS and the Highlands police department arrived at the mooring at about 1920R.

*Finest* called Sandy Hook Coast Guard at about 1938R reporting they were aground. The station got a 47 foot motor lifeboat (MLB) underway at about 1957R. At the same time, Sandy Hook notified Coast Guard Activities New York.

Initial (and subsequent) reports indicated no apparent damage/flooding to the *Finest*. Conditions for the passengers were being maintained at a comfortable level. The first concern was for the ill passenger. A Highlands Police officer with oxygen equipment was dispatched on the tug *Marcie*, but they were unable to reach the *Finest* water because of shallow water. The Coast Guard MLB arrived on scene at 2015R. It encountered the same problem and was only able to get to within approximately 100 yards of the *Finest*. It served as the On Scene Commander (OSC).

The New York City Police Department Aviation unit responded to the Highlands police department request for evacuation of the ill passenger. They dispatched a hoist-equipped Bell 412. A crewman was lowered to the rooftop of the *Finest* with a stretcher. The passenger and crewman were then hoisted from the fantail area.

Coast Guard Activities New York implemented its Crisis Action Center to serve as Mission Coordinator (SMC) for the *Finest*'s situation. At about 2030R, the CGC LINE, a 65-foot harbor tug, was diverted from ice operations in the Upper Harbor. It arrived on scene at 2345R but could get no closer than 25 yards.

The expectation was that the *Finest* might refloat with the incoming tide. With the stable conditions for the passengers, immediate evacuation was not mandatory. However, Coast Guard helicopter support was brought in as a precautionary action. The alert HH65A from Air Station Atlantic City and the alert HH60J from Air Station Cape Cod were directed to proceed to New York. Additionally, a second helicopter crew at each unit was recalled and launched to New York. The four helicopters arrived between 2230 and 2330.

They were positioned at Floyd Bennett Field in Brooklyn, NY, 12 miles from the scene of the grounding.

Discussions between the *Finest* owners and the SMC had begun to explore passenger evacuation options. Use of a shallow draft flat barge appeared to be the likely option, but it was not required. When the *Finest* refloated at about 0008R, it was able to proceed under its own power the 1000 yards to Sandy Hook Bay Marina. The passengers were discharged using its normal dock and procedures.

#### **9. Emergency Preparedness/Contingency Plans**

Coast Guard Activities New York has a Catastrophic SAR Plan. The operations section was last updated in 1995. It provides a listing of resources and contact points in the New York Harbor area. The listing is somewhat out of date regarding Coast Guard units but is still a valuable resource for non-Coast Guard resources.

New York Department of transportation operates the Staten Island Ferries. They have no published emergency plan at this time, but are developing one in conjunction with Coast Guard Activities New York based on new equipment they are receiving in 2002.

The most recent accident in New York Harbor that required evacuation of passengers away from the dock was the fire on board the New York Waterways ferry *Port Imperial Manhattan* on November 14, 2000. In that instance, 11 people were evacuated onto another ferry.

No agency in the New York area has a written contingency plan at this time for a mass evacuation from a ferry underway.

The Vessel Operating Manual has an Emergency Procedures Chapter. During our interviews, the crew was able to describe their duties for evacuation and fire fighting. Drills are held periodically at the discretion of the Master, typically during the lunch layover in Brooklyn. A record is maintained in the vessel's log.

A passenger safety briefing is included on the ticket stub sold to each passenger. There is also an announcement prescribed in the Operating Manual and posted near the helm.

#### **PASSENGER SAFETY ORIENTATION - VERBAL ANNOUNCEMENT**

The following announcement shall be made before each voyage over the PA system informing the passengers of the safety features of the vessel.

1. "THIS IS THE CAPTAIN, I WOULD LIKE TO INFORM YOU OF A FEW SAFETY POINTS"
2. "IN THE UNLIKELY EVENT OF AN EMERGENCY YOU WILL BE INSTRUCTED BY THE CREW AND SHOULD FOLLOW THEIR DIRECTIONS"
3. "THE VESSEL IS EQUIPPED WITH A LIFEJACKET FOR EACH PASSENGER WHICH ARE STOWED IN CLEARLY MARKED LOCATIONS ON EACH DECK"
4. "COMPLETE SAFETY INFORMATION IS AVAILABLE TO YOU AND POSTED IN THE PASSENGER SPACES"
5. "THIS IS A HIGH SPEED VESSEL AND WE ASK THAT DURING ROUGH CONDITIONS YOU STAY SEATED"



UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

CERTIFICATE IN DATE: 24APR98

EXPIRATION DATE: 24APR01

# Certificate of Inspection **FILE COPY**

|  |  |                              |                                       |
|--|--|------------------------------|---------------------------------------|
| VESSEL NAME<br><b>FINEST</b>   | OFFICIAL NUMBER<br><b>D1044082</b>   | CALL SIGN<br><b>WCV 6992</b> | SERVICE<br><b>PASSENGER</b>           |
| HOME PORT<br><b>NATL VESSEL DOC CTR</b>  | HULL MATERIAL<br><b>ALUMINUM</b>   | HORSEPOWER<br><b>2700</b>    | PROPULSION<br><b>DIESEL REDUCTION</b> |
| PLACE BUILT<br><b>MAMARONECK NY</b>  | DATE BUILT<br><b>24JUL96</b>   | GROSS TONS<br><b>93</b>      | NET TONS<br><b>63</b>                 |
| OWNER<br><b>FAST FERRY I CORP<br/>52 SHREWSBURY AVENUE<br/>HIGHLANDS, NJ 07732</b> | OPERATOR<br><b>NEW YORK FAST FERRY SERVICES INC<br/>52 SHREWSBURY AVENUE<br/>HIGHLANDS, NJ 07732</b> | DWT<br><b>114.10</b>         | LENGTH<br><b>114.10</b>               |

THIS VESSEL MUST BE MANNED WITH THE FOLLOWING LICENSED AND UNLICENSED PERSONNEL, INCLUDED IN WHICH THERE MUST BE 0 CERTIFICATED LIFEBOATMEN AND 0 CERTIFICATED TANKERMAN.

|                   |                              |                     |                        |                          |
|-------------------|------------------------------|---------------------|------------------------|--------------------------|
| <u>1</u> MASTER   | ___ MASTER & 1ST CLASS PILOT | ___ ABLE SEAMEN     | ___ CHIEF ENGINEER     | ___ FIREMEN-WATERTENDERS |
| ___ CHIEFMATE     | ___ CLASS PILOT              | ___ ORDINARY SEAMEN | ___ 1ST ASST. ENGINEER | ___ OILERS               |
| <u>1</u> 2ND MATE | ___ RADIO OFFICER(S)         | <u>1</u> DECKHANDS  | ___ 2ND ASST. ENGINEER | ___                      |
| <u>1</u> LIC      | ___ MATES                    | ___ OPERATOR(S)     | ___ ENG'RS.            | ___                      |

IN ADDITION, THIS VESSEL MAY CARRY 349 PASSENGERS, 2 OTHER PERSONS IN CREW, 0 PERSONS IN ADDITION TO CREW, AND  
\*MANNING REFLECTS 12 HR OPERATION IN A 24HR PERIOD. TOTAL PERSONS ALLOWED: 354

ROUTE PERMITTED AND CONDITIONS OF OPERATION:

\*\* LIMITED COASTWISE \*\*

ATLANTIC OCEAN NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE BETWEEN MONTAUK POINT, NEW YORK AND CAPE MAY, NEW JERSEY.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT. THE REQUIREMENT FOR A PILOT MAY BE MET BY A FIRST CLASS PILOT OR A MASTER OR MATE. WHEN USING A MASTER OR MATE TO SERVE AS A PILOT, THE INDIVIDUAL MUST:

- (1) BE AT LEAST 21 YEARS OLD;
- (2) MAINTAIN CURRENT KNOWLEDGE OF THE WATERS TO BE NAVIGATED BY HAVING MADE ONE ROUND TRIP WITHIN THE PAST 60 MONTHS; AND
- (3) HAVE 4 ROUND TRIPS OVER THE ROUTE. IF THE ROUTE IS TO BE TRAVERSED DURING DARKNESS, THEN 1 OF THE 4 ROUND TRIPS USED TO QUALIFY MUST BE MADE DURING DARKNESS.

\*\*\* SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION \*\*\*

WITH THIS INSPECTION HAVING BEEN COMPLETED AT **WOOD HOLE, MASSACHUSETT** ON **24APR98**, THIS VESSEL IS CERTIFIED BY THE OFFICER IN CHARGE, MARINE INSPECTION, **PROVIDENCE, RHODE ISLAND**, TO BE IN ALL RESPECTS IN CONFORMITY WITH THE APPLICABLE VESSEL INSPECTION LAWS AND THE RULES AND REGULATIONS PRESCRIBED THEREUNDER.

| PERIODIC REINSPECTIONS |       |           | THIS CERTIFICATE ISSUED BY:   |
|------------------------|-------|-----------|---|
| DATE                   | ZONE  | SIGNATURE |   |
| 02APR99                | PROMS |           | BY DIR, M. B. KARR, CDR, USCG<br>OFFICER IN CHARGE, MARINE INSPECTION<br>NEW YORK, NY |
|                        |       |           |   |
|                        |       |           | INSPECTION ZONE   |





# Certificate of Inspection

FINEST

PAGE 2

CERTIFICATION DATE: 24APR98

--- ROUTE PERMITTED AND CONDITIONS OF OPERATION, CONTINUED ---  
A LICENSED MATE IS REQUIRED WHEN 150 OR MORE PASSENGERS ARE CARRIED. THE  
REQUIRED MATE MAY BE SUBSTITUTED WITH A SENIOR DECKHAND DESIGNATED IN  
WRITING BY THE MASTER AND QUALIFIED IN ACCORDANCE WITH NVIC  
1-91. THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE TABLE BELOW:

NUMBER OF PASSENGERS:

300 - 349

150 - 299

1 - 149

REQUIRED CREW:

1 MASTER, 1 LICENSED MATE, 3 DECKHANDS

1 MASTER, 1 LICENSED MATE, 2 DECKHANDS

1 MASTER, 2 DECKHANDS

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ONBOARD, OR WHEN  
PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD IN EXCESS OF 12 HOURS IN  
ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 36. WHEN MORE  
THAN 36 CHILDREN ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL  
BE PROVIDED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR  
EACH CHILD ON BOARD.

YEAR ROUND OPERATION OF THIS VESSEL IS CONTINGENT UPON THE CARRIAGE OF  
INFLATABLE BOUYANT APPARATUS WITH AN AGGREGATE CAPACITY OF AT LEAST 238  
PERSONS.

--- ITC TONNAGES ---

GROSS/ 408 NET/ 147

--- HULL EXAMS ---

| -EXAM TYPE-         | -NEXT EXAM- | -LAST EXAM- | -PRIOR EXAM- |
|---------------------|-------------|-------------|--------------|
| DRYDOCK             | 31JAN03     | 24JAN00     | 09MAR98      |
| INTERNAL STRUCTURAL | 31JAN03     | 24JAN00     | 09MAR98      |

--- STABILITY ---

LETTER APPROVAL DATE/ 03APR97 OFFICE/ NYCM

--- LIFESAVING EQUIPMENT ---

| NUMBER PERSONS           |     | REQUIRED                  |     |
|--------------------------|-----|---------------------------|-----|
| TOTAL EQUIPMENT FOR      | 354 | LIFE PRESERVERS(ADULT)... | 354 |
| LIFEBOATS(TOTAL).....    |     | LIFE PRESERVERS(CHILD)... | 36  |
| LIFEBOATS(PORT)*.....    |     | RING BUOYS(TOTAL).....    | 3   |
| LIFEBOATS(STARBD)*...    |     | WITH LIGHTS*.....         | 1   |
| MOTOR LIFEBOATS*.....    |     | WITH LINE ATTACHED*....   | 1   |
| LIFEBOATS W/RADIO*...    |     | OTHER*.....               | 1   |
| RESCUE BOATS/PLATFORMS.  | 1   | IMMERSION SUITS.....      |     |
| INFLATABLE RAFTS.....    |     | PORTABLE LIFEBOAT RADIOS. |     |
| LIFE FLOATS/BOUYANT APP  | 3   | EQUIPPED WITH EPIRB?..... | YES |
| WORKBOATS (NOT REQUIRED) | 250 | (* INCLUDED IN TOTALS)    |     |

\*\*\* SEE NEXT PAGE PLEASE \*\*\*



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

# Certificate of Inspection

FINEST

PAGE 3

CERTIFICATION DATE: 24APR98

--- FIRE FIGHTING EQUIPMENT ---  
TOTAL HOSE LENGTH/ 150      NUMBER OF FIRE AXES/ 1      NUMBER OF FIRE PUMPS/ 1

**\*FIXED EXTINGUISHING SYSTEMS\***

| SPACE PROTECTED | AGENT | CAPACITY |
|-----------------|-------|----------|
| ENGINE ROOM     | CO2   | 200      |

**\*FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE\***

|        |     |        |       |
|--------|-----|--------|-------|
| 2 A-II | B-I | 3 B-II | B-III |
| B-IV   | B-V | 1 C-I  | C-II  |

--- CERTIFICATE AMENDMENTS ---

1. PORT AMENDING/ NYCM I      DATE AMENDED/ 28DEC98  
-AMENDMENT-  
Updated vessel operating details to include Lakes, Bays, Sounds and Rivers routes in the NYCM I zone.
2. PORT AMENDING/ NYCM I      DATE AMENDED/ 25OCT99  
-AMENDMENT-  
INCREASED PASSENGER ALLOWANCE FROM 290 TO 349 ON LCW ROUTE. AMENDED ROUTE TO INCLUDE NYCM I ZONE.
3. PORT AMENDING/ NYCM I      DATE AMENDED/ 24JAN00  
-AMENDMENT-  
CONDUCTED CREDIT DRY DOCK AND INTERNAL STRUCTURAL EXAMS

\*\*\* END \*\*\*



|                                 |                  |  |                    |             |
|---------------------------------|------------------|--|--------------------|-------------|
| PASSENGER LIST JANUARY 4TH 2000 |                  |  |                    | page 1 of 6 |
| New York Fast Ferry : Finest    |                  |  |                    |             |
| NAME                            | Telephone Number |  |                    |             |
|                                 | Home             |  | WORK               |             |
| Adams,Regan                     | [REDACTED]       |  |                    |             |
| Adams,S.                        |                  |  | 212-804-3001       |             |
| Ademec,Robert                   |                  |  | 732-291-8467       |             |
| Aglione,Joseph                  |                  |  | 212-449-4469       |             |
| Anderson,Arthur                 | Don McNeil       |  | 212-708-4513       |             |
| Anderson,J                      |                  |  | 212-310-9500       |             |
| Armellino,Bert                  |                  |  | 212-770-6703       |             |
| Armellino,Paula                 |                  |  | 212-345-8891       |             |
| Arnold, Harry                   | [REDACTED]       |  | 212-909-2060       |             |
| Arnold, Marybeth                | [REDACTED]       |  | 212-685-4666 x 263 |             |
| Atkinson,Nigel                  |                  |  | 212-785-2870       |             |
| Baeta,Rich                      | [REDACTED]       |  | 212-602-8685       |             |
| Bahlav,Wendy                    |                  |  | 212-739-1823       |             |
| Baldinger,Ed                    |                  |  | 609-279-3483       |             |
| Ban,Mike                        | [REDACTED]       |  | 212-236-3236       |             |
| Barnes,Mac                      |                  |  | 212-318-2060       |             |
| Barrett,Bob                     | [REDACTED]       |  |                    |             |
| Beatty,Dean                     | [REDACTED]       |  | 212-640-7429       |             |
| Belluardo,Steven                | [REDACTED]       |  | 212-685-5140 x 125 |             |
| Bibak,Judith                    | [REDACTED]       |  | NO #               |             |
| Birch,Michael                   |                  |  | 212-778-5692       |             |
| Boccuzzi, Lee-ann               | [REDACTED]       |  |                    |             |
| Boganin,Eli                     | [REDACTED]       |  |                    |             |
| Broderick,Shaun                 |                  |  | 212-713-6260       |             |
| Brown, Nick                     | [REDACTED]       |  |                    |             |
| Brown,Jonathon                  |                  |  | 646-865-0800       |             |
| Burke,Joseph                    |                  |  | 212-214-3628       |             |
| Burns,Owen                      |                  |  | 212-668-1222       |             |
| Byren,John                      |                  |  | 877-500-4783       |             |
| Caballero,Al                    | [REDACTED]       |  | 212-967-7111 x237  |             |
| Caffrey,Edward                  |                  |  | 212-680-1100       |             |
| Caffrey,Gerald                  | [REDACTED]       |  |                    |             |
| Calesso,Diane                   | [REDACTED]       |  | 732-906-6999       |             |
| Callori,Mark                    |                  |  | 212-449-7996       |             |
| Camvin,Rochelle                 | [REDACTED]       |  |                    |             |
| Cherasla,Peter                  | [REDACTED]       |  | 212-272-6366       |             |
| Cherella,Rob                    | [REDACTED]       |  | 212-514-4225       |             |
| Chukurov,Patricia               |                  |  | 212-214-7150       |             |
| Colquhoun,Joseph                | [REDACTED]       |  | 212-856-9043       |             |
| Compagni,Jennifer               | [REDACTED]       |  |                    |             |

S/A Passenger list



|                                 |  |  |                   |             |
|---------------------------------|--|--|-------------------|-------------|
| Connely, Kevin                  |  |  | 212-371-1000      | page 2 of 6 |
| Connors, J.                     |  |  | 212-748-2304      |             |
| Corbett, Kevin                  |  |  | 212-525-8945      |             |
| Cottrell, Cathy                 |  |  | 212-594-3833 x204 |             |
| Cronin, Nancy                   |  |  | 212-458-6214      |             |
| Cronther, g.                    |  |  |                   |             |
| Culligan, James                 |  |  | 212-607-6178      |             |
| Curran, Brian                   |  |  | 212-769-2606      |             |
| Cutolo, David                   |  |  | 212-361-3000      |             |
| Davis, Peggy                    |  |  | 212-657-7782      |             |
| Deignan, Patrick                |  |  |                   |             |
| Dengler, Jim                    |  |  | 212-902-5058      |             |
| Dennu, Dee                      |  |  |                   |             |
| Denzler, Alyson                 |  |  | No #              |             |
| Dibble, Raymond                 |  |  |                   |             |
| DiBenedetto, Barney             |  |  |                   |             |
| Diehl, Tim                      |  |  | 800-568-9255      |             |
| Donnelly, Robert                |  |  | 212-272-6393      |             |
| Dorton, John                    |  |  |                   |             |
| Dubee, Jaques                   |  |  | 212-755-4550 x274 |             |
| Dugan, Mary                     |  |  | 212-454-1482      |             |
| Duhamel Margaret                |  |  | 212-267-3091      |             |
| Durigan, Michael                |  |  | 212-526-7522      |             |
| Elliot, Lynn                    |  |  | 212-382-8511      |             |
| Essayan, Rae                    |  |  | 212-730-2121 x229 |             |
| Evanko, Cynthia                 |  |  | 212-530-6474      |             |
| Federico, Mora                  |  |  | 212-331-6484      |             |
| Fenhorn, Tina                   |  |  | 908-675-0062      |             |
| Ferguson, Harry                 |  |  | 212-820-2955      |             |
| Ferrara, Nicholas               |  |  | 718-392-2980      |             |
| Fickes, Jack                    |  |  | 917-542-3831      |             |
| Finley, Dan                     |  |  | 212-338-6052      |             |
| Finley, James                   |  |  | 800-784-1479      |             |
| Flynn, Christopher              |  |  | 917-408-1022      |             |
| Foggia, Michael                 |  |  | 212-449-6190      |             |
| Ford, Brian                     |  |  | 212-687-7111      |             |
| Formato, James                  |  |  | 212-892-8059      |             |
| Fox, James                      |  |  | 212-354-0116 x18  |             |
| Franzson, Lynn                  |  |  | 212-408-5383      |             |
| French, Judy <i>Lynn Elliot</i> |  |  | 800-999-1185      |             |
| Funck, James                    |  |  | 212-733-2741      |             |
| Galligan, Marc                  |  |  |                   |             |
| Gallo, Thomas                   |  |  | 800-568-9255      |             |
| Gehret, John                    |  |  | 212-493-8894      |             |
| Gendelmm, Mike                  |  |  |                   |             |
| Gill, Brian                     |  |  | 212-455-0929      |             |



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|--------------------|--|-------------------|-------------|
| Gill, Nancy        |  | 212-464-1951      | page 3 of 6 |
| Gilmarton, Jim     |  | 212-823-6260      |             |
| Gold, Barbara      |  | 732-238-8438      |             |
| Gordon, Patrick    |  | 212-412-8422      |             |
| Gorry, Brian       |  | 212-357-8813      |             |
| Gotti, Joan        |  |                   |             |
| Gould, Stuart      |  | 212-325-3915      |             |
| Gray, Nancy        |  | 212-408-5381      |             |
| Greene, Danielle   |  | 212-820-8518      |             |
| Grimshaw, Joshua   |  |                   |             |
| Hall, John         |  | 212-825-0040      |             |
| Hankins, Melissa   |  | 212-416-3273      |             |
| Hanvey, Kelly      |  | 212-623-4364      |             |
| Haskell, Ed        |  | 212-422-4342      |             |
| Haskell, Gordon    |  |                   |             |
| Hazel, Edward      |  | 212-902-1504      |             |
| Heck, William      |  | 212-272-3239      |             |
| Heffernan, John    |  | 718-242-2598      |             |
| Hempstead, Chris   |  |                   |             |
| Henry, John        |  | 212-273-5746      |             |
| Hicles, David      |  | 212-778-6040      |             |
| Higgins, Kiernan   |  | 212-626-6868      |             |
| Hinderman, Mark    |  |                   |             |
| Hodata, Ezra       |  |                   |             |
| Hodata, Sofia      |  |                   |             |
| Honsa, Ron         |  | 212-924-7364      |             |
| Hunt, Tara         |  |                   |             |
| Kawas, Rich        |  | 212-776-7941      |             |
| Kelly, Kevin       |  | 212-667-1141      |             |
| Kemper, Craig      |  | 212-843-3061      |             |
| Kennedy, Robert    |  | 212-978-1128      |             |
| Kerekes, Seth      |  | 212-363-1800 x245 |             |
| Kevrd, Ron         |  |                   |             |
| King, Paul         |  | 732-212-8331      |             |
| Knott, Christopher |  | 212-894-5329      |             |
| Kowalski, Garard   |  | 212-214-6290      |             |
| Kruse, John        |  | 212-428-6390      |             |
| Lang, Gerard       |  |                   |             |
| Lang, Richard      |  |                   |             |
| Langille, Eric     |  | 800-285-0066      |             |
| Lashechyk, Tamara  |  | 212-648-4543      |             |
| Lavery, Matt       |  |                   |             |
| Lawler, Joseph     |  | 800-225-2971      |             |
| Lewis, Bryan       |  |                   |             |
| Lista, William     |  | 212-325-3486      |             |
| Little, Robert     |  | 212-397-1700      |             |



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|--------------------|--|--|--------------|-------------|
| Loftus, Beth       |  |  | 800-999-1185 | page 4 of 6 |
| Luckett, Ted       |  |  |              |             |
| Lynch, Robert      |  |  | 212-785-9213 |             |
| Mallach, Douglas   |  |  | 212-449-6190 |             |
| Marclano, Stephen  |  |  | 212-487-5132 |             |
| Marcus, Jackie     |  |  |              |             |
| Mattis, Robert     |  |  | 212-437-7516 |             |
| Mcann, Bob         |  |  |              |             |
| McGrade, Greg      |  |  | 212-416-1743 |             |
| McHugh, Jim        |  |  | 212-820-8518 |             |
| McKenna, Cathleen  |  |  | 212-770-6326 |             |
| Mcmanus, Thomas    |  |  | 212-762-8193 |             |
| McNally, Edmund    |  |  | 212-839-6582 |             |
| Melillo, Thomas    |  |  | 908-627-7662 |             |
| Melnick, Andrew    |  |  | 212-449-6858 |             |
| Miller, Anthony    |  |  | 212-867-5000 |             |
| Mindnich, David    |  |  | 212-513-4513 |             |
| Mizrahi, Elliot    |  |  |              |             |
| Montalbano, John   |  |  | 212-321-5707 |             |
| Montanino, Sheri   |  |  | 212-310-9516 |             |
| Moore, Eric        |  |  | 800-937-0522 |             |
| Mucioni, Peter     |  |  | 212-761-5980 |             |
| Murphy, Daviv      |  |  |              |             |
| Murphy, Patrick    |  |  | 212-433-7063 |             |
| Nauss, Paul        |  |  |              |             |
| Neuhoff, Robert    |  |  | 212-668-8000 |             |
| Niro, Patrick      |  |  | 212-648-0831 |             |
| Noskow, Lilya      |  |  |              |             |
| Novello, Peter     |  |  | 212-840-7779 |             |
| O'brien, Jennifer  |  |  | 212-438-7506 |             |
| O'Neill, John      |  |  |              |             |
| O'Rourke, Chris    |  |  | 212-733-5625 |             |
| Paish, Andrew      |  |  |              |             |
| Palmer, Max        |  |  | 212-253-4493 |             |
| Paul, Robert       |  |  | 212-902-8068 |             |
| Penland, Marlene   |  |  | 212-561-2021 |             |
| Pento, Kevin       |  |  | 212-263-4000 |             |
| Petrillo, Phillip  |  |  | 212-902-7913 |             |
| Petrino, Joe       |  |  | 212-493-8887 |             |
| Piangene, Michele  |  |  | 212-357-2777 |             |
| Pierre, Paul       |  |  | 212-902-6633 |             |
| Pierret, Jacques   |  |  |              |             |
| Plangere, Michelle |  |  | 212-357-2777 |             |
| Post, Joseph       |  |  | 212-395-6509 |             |
| Potyaidy, Lazlo    |  |  |              |             |
| Rawson, Gregg      |  |  |              |             |



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|----------------------|--|--|--|-------------------|-------------|
| Reiman, Bob          |  |  |  |                   | page 5 of 6 |
| Rempel, Brendan      |  |  |  | 800-568-9255      |             |
| Rice, Catherine      |  |  |  | 212-648-8201      |             |
| Rice, Heather        |  |  |  | 212-648-8201      |             |
| Rice, Jacqueline     |  |  |  | 212-648-7085      |             |
| Rice, Sean           |  |  |  | 212-648-7959      |             |
| Richards, Peter      |  |  |  | 212-357-7481      |             |
| Richter, Bob         |  |  |  |                   |             |
| Rieger, Rich         |  |  |  | 917-682-6206      |             |
| Riguardi, Peter      |  |  |  | 212-318-9727      |             |
| Rimmer, Terri        |  |  |  | 212-850-6496      |             |
| Roberts, Douglas     |  |  |  | 212-756-4645      |             |
| Rogers, Dennis       |  |  |  |                   |             |
| Ronald Keusch        |  |  |  | 212-324-3290      |             |
| Ruby, Sherry         |  |  |  | 732-872-1224 x200 |             |
| Sajbot, Mickey       |  |  |  | 212-693-1510      |             |
| Sanders, Grayson     |  |  |  | 212-504-5285      |             |
| Sandlass, Henry      |  |  |  | 212-856-3842      |             |
| Santangelo, Ron      |  |  |  |                   |             |
| Santos, John Jr,     |  |  |  |                   |             |
| Scheffer, Andy       |  |  |  | 212-332-8483      |             |
| Scheuer, Frank       |  |  |  | 212-892-4455      |             |
| Schivmo, Frank       |  |  |  |                   |             |
| Schrager, Michael    |  |  |  | 212-902-2306      |             |
| Schumacher, Laura    |  |  |  | 212-429-2486      |             |
| Scopellite, Joseph   |  |  |  | 212-902-5121      |             |
| Servidio, Frank      |  |  |  | 917-731-4332      |             |
| Sevenningson, Mark   |  |  |  |                   |             |
| Shanley, Gail        |  |  |  | 212-902-4053      |             |
| Sharaf, Carter       |  |  |  | 212-723-7244      |             |
| Sheridan, Mary       |  |  |  | 212-454-1482      |             |
| Shipley, John        |  |  |  | 212-214-4108      |             |
| Shope, John          |  |  |  | 212-428-6367      |             |
| Shweky, Micheal      |  |  |  | 212-398-1006      |             |
| Siebellist, Ken      |  |  |  | 917-228-0209      |             |
| Silva, Michael       |  |  |  | 212-720-8193      |             |
| Singleton, R         |  |  |  | 212-709-9264      |             |
| Sipple, James        |  |  |  | 212-376-0668      |             |
| Sisco, Gregg         |  |  |  | 718-754-4792      |             |
| Slattery, Sean       |  |  |  | 212-723-7244      |             |
| Smith, James         |  |  |  | 732-957-8651      |             |
| Smith, Laura         |  |  |  | 212-902-1804      |             |
| Sorg, Robert         |  |  |  | 212-425-1030      |             |
| Srinivasan, Madharan |  |  |  | 212-357-1346      |             |
| Stewart, Sarah       |  |  |  |                   |             |
| Stoekel, Michael     |  |  |  | 212-596-6502      |             |



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|------------------------|--|--|--------------------|-------------|
| - Sugg, Leo            |  |  | 212-770-5736       | page 6 of 6 |
| Sullivan, Henry        |  |  | 212-825-0040       |             |
| Svenningson, Mark      |  |  | 212-639-3414       |             |
| Sypeck, Robert         |  |  | 212-526-8665       |             |
| Talada, Reed           |  |  | 212-874-8282 x1103 |             |
| - Talbot, Janine       |  |  | 212-357-0327       |             |
| Taylor, Thomas         |  |  | 212-440-2900       |             |
| Tejelo, Manolo         |  |  | 212-648-2780       |             |
| Tuorto, Gregory        |  |  | 212-922-7773       |             |
| Vacca, Mike            |  |  | 212-825-0040       |             |
| - Vaga, Michael        |  |  | 212-739-1776       |             |
| Valentine, Michelle    |  |  | 212-855-0098       |             |
| Valinoti, Ron          |  |  | 212-449-7354       |             |
| Verma, Sanjay          |  |  |                    |             |
| Villa, Eileen          |  |  | 732-263-0666       |             |
| - Wade, Richard        |  |  | 212-902-5796       |             |
| Walczak, Frank         |  |  | 212-938-3580       |             |
| Walsh, Albert          |  |  | 212-574-1366       |             |
| Wavro, Matt            |  |  |                    |             |
| Weber, Lynn            |  |  | 212-605-2216       |             |
| - Wendland, Rebecca    |  |  | 212-746-2645       |             |
| Wentworth, Jeff        |  |  | 212-845-5000       |             |
| Whalen, Susan          |  |  |                    |             |
| Wicke, Uwe             |  |  | 212-432-1200       |             |
| Williams, Shirley      |  |  | 212-458-3252       |             |
| - Wingertzahn, Michael |  |  | 212-902-5058       |             |
| Wood, Chris            |  |  |                    |             |
| Woods, Jennifer        |  |  | 212-291-3276       |             |
| Wright, Kevin          |  |  | 732-530-5760       |             |
| Yilmaz, Koray          |  |  | 212-444-3004       |             |
| - Ylagan, Greg         |  |  | 212-243-0864       |             |
| Yunker, Bryant         |  |  | 212-433-7063       |             |
| Zaytseva, Irina        |  |  | 212-438-2244       |             |
| Ziegler, Oliver        |  |  | 212-425-3988       |             |
| Zimmerman, Michael     |  |  | 212-657-8131       |             |